



Venice Neighborhood Council

PO Box 550, Venice, CA 90294



www.VeniceNC.org Email: robert.thibodeau@venicenc.org

Joint meeting of Parking and Transportation Committee and Board of Directors – Agenda

**Venice - Abbot Kinney Memorial Branch Library
501 S. Venice Boulevard, Venice, CA 90291
03-12-2024
5:30PM-7:30PM**

Si requiere servicios de traducción, favor de avisar al Concejo Vecinal 3 días de trabajo (72 horas) antes del evento. Por favor contacte, Secretaria, al por correo electrónico Secretary@VeniceNC.org para avisar al Concejo Vecinal.

Comments from the public on other matters not appearing on the agenda that are within the Board’s jurisdiction will be heard during the General Public Comment period. Please note that under the Brown Act, the Board is prevented from acting on a matter that you bring to its attention during the General Public Comment period; however, the issue raised by a member of the public may become the subject of a future Board meeting. Public comment is limited to one (1) minute per speaker, unless adjusted by the presiding officer of the Board.

CALL TO ORDER AND BOARD ROLL CALL 5:30PM

Robert Thibodeau (Chair)	X	Elizabeth Clay	X
Evan Corrigan (Co-Chair)	X	Selena Inouye	X
Alyson Wilson		Brian Averill (ex-officio)	

APPROVAL of PRIOR MINUTES. Minutes approved
<link to minutes posted on VNC committee webpage>

GENERAL PUBLIC COMMENT - Comments from the public on non-agenda items within the Board’s subject matter jurisdiction. Each speaker will be allowed one (1) minute(s) unless adjusted by the presiding officer of the meeting.. **Comment taken**



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NEW BUSINESS:

1. RESOLUTION FOR ORDINANCE TO PROVIDE BETTER ENFORCEMENT AGAINST HOMELESSNESS USES IN VENICE

a. Item description:

1. There are homeless encampments, tents and oversized vehicles used by homeless persons throughout Venice, including but not limited to: the Flower-Lincoln corner, Rose Avenue at Whole Foods, Frederick and Lake, Main Street, Washington and Venice Blvds and Penmar Park.

2. Los Angeles Housing and Services Authority and Rand Corporation recently reported there is a 45% increase in homelessness in West Los Angeles and there are 523 homeless in Venice.

3. This exists even though for several years the City has had an anti camping ordinance, LAMC sec. 41.18. It has not been effective because it sets so many conditions for its enforcement that it can only be enforced in narrow circumstances which prevent its effective enforcement.

4. Homelessness is more widespread in Venice than any other part of the City except Skid Row and Hollywood. Therefore it is appropriate for the City to adopt a homelessness ordinance for Venice only as it did in 2010 with Ordinance 181413, which provides special procedures applicable to Venice only for Oversized Vehicle signs.

5. The Ninth Circuit Court of Appeals recently acknowledged in a case brought by the City and County of San Francisco that those who refuse specific offers of shelter are considered voluntarily homeless and as such a 2022 injunction, which restricted city workers from moving or clearing homeless encampments, does not apply, and San Francisco has thus returned to clearing encampments after offers of shelter have been made (<https://sfstandard.com/2023/09/25/san-francisco-to-resume-enforcing-laws-against-homeless-people-who-refuse-shelter-mayor/>);

- b. Public Comment: **Comment taken**
- c. Committee discussion: **Discussion had**
- d. **Motion:**

Now, Therefore Be It Resolved, the Venice Neighborhood Council calls upon the Los Angeles City Council to pass and the Mayor to sign a Venice-specific ordinance, which provides:



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1. In instances when specific shelter has been offered to a person dwelling on public property in the Venice district of the city of Los Angeles, police officers may issue citations pursuant to LAMC Sec.11.00 against any person camping on public property even if within a vehicle
2. Regardless of shelter availability, officers may enforce violations in the following locations:
 - (a) Within 1000 feet of K-12 schools, child care centers, and adult day care centers.
 - (b) Within 1000 feet of a facility offering temporary shelter or affordable housing for individuals who had previously been homeless.
 - (c) In City parks and the Venice Beach Recreation Area, where a substantial public health and safety risk is determined, including within 1000 feet of a location or area which the Los Angeles Police Department has determined to have had a heightened level of crimes involving murder, assault, sex trafficking, bike or auto theft, or drug sales.
 - e. (d) When there is an immediate threat to public safety or a threat of fire or the person is wanted in connection to another crime.

Upon passage this Resolution shall be delivered to Mayor Karen Bass and City Councilmember Traci Park

Maker EC

Seconded EC

Vote: (3 Yes / 0 No / 0 Abstained / ___ Recused / ___ Ineligible)

2. Oppose Metro Congestion Pricing on the Westside Without Robust North/South Transit Options Already in Place

a. Item description:

Los Angeles is currently trying to give people more options for robust public transit, but the fact remains that we haven't accomplished this goal yet. If congestion pricing is going to be piloted or permanently implemented anywhere in Los Angeles, then it should only be done if everyone has a real option to travel without a car. It's been suggested that, if Metro can reimagine its bus system, much like London did, this might be possible.

Currently, without robust transit options in place along the 405 freeway and in



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the Sepulveda Pass, drivers do not have the option to switch to public transit. If a Metro congestion pricing pilot were implemented on the Westside along the 405 freeway or Santa Monica Mountain canyons' streets, most drivers would have no choice but to pay the tolls for their trips to work or school.

It should also be noted that, even with the transit options available on the Westside in the East/West direction, it is questionable whether the currently available mass transit in that direction could accommodate increased demand if congestion pricing were implemented along the 10 freeway.

- b. Public Comment: **Comment taken**
- c. Committee discussion: **Discussion had**
- d. **Motion:**

The Venice Neighborhood Council, a member of the Westside Regional Alliance of Councils (WRAC), strongly opposes the implementation of Metro's Congestion Pricing pilot (aka the Metro Traffic Reductions Study (TRS) project) without first having robust transit options in place in the North/South direction through the Sepulveda Pass from the 101 to the 10 freeway.

Robust transit options are defined as either 1) enhanced bus service through the Sepulveda Pass as previously suggested by the Southern California Association of Governments (https://scag.ca.gov/sites/main/files/file-attachments/mobilitygozone_report_final.pdf?1604269434) and 2) the Sepulveda Transit Corridor project, which will provide either monorail or heavy rail subway service from the San Fernando Valley to LAX, with a station on the UCLA Campus and a direct seamless connection to the Purple Line on Wilshire Blvd.

Distribution List:

Maker _RT_
Seconded EC

Vote: (**4**__ Yes / **0**__ No / **0**__ Abstained / __ Recused / __ Ineligible)

3. Resolution to Prioritize Towing of RVs and Campers near Residences, Schools, Child Care Centers, Parks, Post Offices, Libraries and Senior Centers

- a. **Item description:**

Whereas, Venice is currently the unwanted host to over 100 RVs, campers and vans used as dwellings; and



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Whereas, many of these vehicles have been parking in the same location, within several feet of residences, for months, in some instances for years; and

Whereas, the city of Los Angeles has unconscionably established a regulatory straitjacket for itself that unnecessarily limits its ability to enforce many existing parking regulations, including the Venice-specific “No Oversize Vehicles 2-6AM” ordinance (OVO), the 72-hour rule requiring all vehicles parked on city streets to move after this period, and the requirement to move on days of street sweeping, and

Whereas, this city policy straitjacket:

- i. Puts a priority on citing and towing vehicles that create traffic hazards, environmental or public health hazards (read: obviously leaking sewage to the street), obstruct city services, and/or are inoperable or unregistered.*
- ii. While it established (though not by ordinance) a lengthy internal city process of engagement and attempts at voluntary compliance, which accepts and enables continued vehicle dwelling in the city of Los Angeles, while all the cities and county incorporated territory near Venice completely ban vehicles over 7 or 8 feet tall at night on city streets (without a city permit) and enforce all their parking ordinances.
- iii. And ignores the serious burden placed on residents by the policy, which allows for occupied vehicles to remain within feet of residents and significant spaces and facilities used by the public for years at a time, robbing residents and their guests of street parking, while also permitting ceaseless accumulation of trash, bikes and bike “chop shops,” and food waste, discharge of human sewage to gutters, the storm drain system and Venice beach waters, and frequent late-night noise, preventing residents’ “quiet enjoyment of their homes;” and

Whereas, these policies were requested and put in place by former city councilmember Mike Bonin in his capacity as chair of the city council’s Parking and Transportation Committee; and

Whereas, the voters of Council District 11, which includes Venice, elected Traci Park as councilmember specifically to reverse the misguided policies of Mr. Bonin, especially in the city’s approach to public safety, homeless encampments and resident quality-of-life; and,

Whereas, during the pandemic, the city enforced none of the parking regulations cited above, and saw a steep increase in the number of vehicles used as dwellings, which was not mirrored in nearby cities, and



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the city allowed its contracted ability to tow and store and dismantle oversize vehicles to atrophy and has proved incompetent at increasing these capabilities over the time since the pandemic emergency order was repealed;

See attached link for CD11 current council motion regarding Oversize Vehicle Parking Restrictions: https://clkrep.lacity.org/onlinedocs/2023/23-0914_misc_08-29-23.pdf

- b. Public Comment: **Comment taken**
- c. Committee discussion: **Discussion had**
- d. **Motion:**

Now, Therefore Be It Resolved, that the Venice Neighborhood Council calls upon councilmember Traci Park to immediately introduce a Motion to establish, at least in CD 11, that the city prioritize citing and towing of all vehicles violating any of the three regulations above – OVO, 72 hour rule, street sweeping – parked on city streets within 75 feet of a residentially-occupied structure, a school, a child care center, park, library, post office, or senior center, regardless of whether they are used as dwellings or not.

Upon passage this Resolution shall be transmitted to the Council District 11 councilmember.

*CF- 21-0956, Adopted 4/06/22, in pertinent part: The LADOT is committed to ensuring the health and safety of our public streets and roadways while connecting unhoused Angelinos with critical support services. Vehicles that create traffic hazards, environmental or public health hazards, obstruct City services, and/or are inoperable or unregistered will be subject to citation and tow. If a vehicle that shows evidence of active living meets any of these criteria, LADOT traffic officers will first seek willing compliance with the posted regulations and all applicable City ordinances. If an officer encounters an illegally-parked, occupied vehicle clearly used as a dwelling, he or she will first request that the vehicle occupant(s) move their vehicle and direct people to move to a location where they may legally park. If the motorist refuses to move their vehicle, the officer will provide a report to UHRC and LAHSA staff. These homeless services partners will work with other relevant City Departments, such as the Bureau of Sanitation (BOS), and other homeless services agencies to respond to the location and offer supportive services. If an officer cannot achieve compliance and notifies UHRC or LAHSA, LADOT will consider vehicles outlined below eligible for citation, relocation, or removal. Prioritizing these locations will help inform outreach to the unhoused community. After further consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations contained in the LADOT report, as amended, and detailed in the above



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recommendations.

Distribution List:

e. **Possible presentation by Mark Ryavec**

Maker **EC**__

Seconded **RT**__

Vote: (**3** Yes / **1** No / __ Abstained / __ Recused / __ Ineligible)

ADJOURNMENT (*Minutes need include ending time*) **6:44PM**

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or services may be provided upon request. To ensure availability of services, please make your request at least 3 business days (72 hours) prior to the meeting by contacting the Department of Neighborhood Empowerment by calling (213) 978-1551 or email: NCsupport@lacity.org

Public Posting of Agendas -

The Venice Neighborhood Council agendas are posted for public review as follows:

- Beyond Baroque, 681 Venice Blvd., Venice, CA 90291
- www.VeniceNC.org
- Receive agendas by email, subscribe to L.A. City's [Early Notification System \(ENS\)](#)

Notice to Paid Representatives -

If you are compensated to monitor, attend, or speak at this meeting, City law may require you to register as a lobbyist and report your activity. See Los Angeles Municipal Code Section 48.01 et seq. More information is available at ethics.lacity.org/lobbying. For assistance, please contact the Ethics Commission at (213) 978-1960 or ethics.commission@lacity.org

Public Access of Records -

In compliance with Government Code section 54957.5, non-exempt writings that are distributed to a majority or all of the board in advance of a meeting may be viewed at our website: www.VeniceNC.org or at the scheduled meeting. In addition, if you would like a copy of any record related to an item on the agenda, please contact the VNC Secretary, email at: Secretary@VeniceNC.org.



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Reconsideration and Grievance Process -

For information on the NC's process for board action reconsideration, stakeholder grievance policy, or any other procedural matters related to this Council, please consult the NC Bylaws. The Bylaws are available at our website www.VeniceNC.org